



■ Meeting Agenda

- **Introductions and Welcoming** – Ken Laden/Callistus Nwadike, DDOT
(Meeting Purpose)
- **Presentation** – Robert Padgett, Cambridge Systematics
(Project Overview)
- **Input Stations**
(Break out from main session and visit input stations on different topics)
- **Conclusion**

■ Study Objectives

- Promote safe and convenient mobility for all forms of transportation – pedestrian/bicycle/vehicular/transit.
- Provide a framework for addressing future transportation needs through transit-oriented development principles.
- Provide a forum for community input on future transportation system elements.
- Develop a creative approach to right-size parking for urban, residential, commercial, and employment needs.
- Improve aesthetic of neighborhood streets.

■ Traffic

Assessment

- Significant congestion only at select intersections:
Park/16th Street; Park/Kenyon/14th Street; Park/Monroe; and 16th Street/Columbia.
- Congestion primarily on east-west roadways.
- Traffic signal timing emphasis on north-south traffic flow.
- Loading, double parked, illegal parkers block travel lanes and contribute to congestion.
- Lane markings and crosswalks in poor conditions.
- High proportion of commuter traffic on 16th Street, 14th Street, and Georgia Avenue.
- Need to proactively address impacts of new development.

Potential Range of Improvements

- Changes in signal timing.
- Changes in turn movements allowed at intersections.
- Improved lane markings.
- Traffic circles/roundabouts.
- Changes in street direction.
- Improved signage/signalization.
- Widened/narrowed intersections.

■ **Pedestrian/Bicycle**

Assessment

- Limited walk time across north-south roadways.
- Pedestrian accidents high at select intersections (Irving/16th Street).
- Poor crosswalk pavement markings at pedestrian crossings.
- Pedestrian walk signals not installed at every signalized intersection.
- Confusing intersections for pedestrians (16th Street/Mount Pleasant/Harvard).
- Bicycle lanes not continuous on 14th Street.
- Limited bicycle lanes/bicycle parking.

Potential Range of Improvements

- Replace or enhance crosswalks.
- Widen narrow sidewalks.
- Narrow roadway at key pedestrian intersections.
- Install signs alerting pedestrians and drivers of crosswalks.
- Install pedestrian walk signals at all signalized intersections.
- Expand coverage of bicycle lanes.

■ **Transit**

Assessment

- High percentage of residents use transit (45 percent to work).
- Nineteen bus routes serve the area (bus ridership down two percent since 1999).
- Columbia Heights Metrorail Station ridership up 35 percent since 2000.
- Lack of bus shelters at many major bus stops (with more than 50 boardings/ day).
- Illegal parking at bus stop zones (7-11 convenience store on 14th Street).

Potential Range of Improvements

- Improve pedestrian safety to encourage transit use.
- Increase number of bus shelters.
- Consider enhanced transit service to connect to new retail development.
- Provide safe and convenient connections between new development and transit services.
- Relocate/consolidate existing bus stops.